

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A human-powered vehicle ~~(100, 560, 630)~~ comprising:
a structural frame ~~(105, 544, 580, 638)~~;
two front wheels ~~[[(110)]]~~ mounted for rotation about a cantilevered axle secured to a
forward portion of the frame ~~(105) for rotation~~;
a seat ~~(115, 572, 632, 682)~~ secured to the frame, the seat positioned between the front
wheels ~~[[(110)]]~~ and adapted to pivot about a seat pivot axis; ~~[[and]]~~
a steerable rear wheel ~~[[(120)]]~~ mounted to the frame ~~(105, 544, 580, 638)~~ behind the seat
~~[[(115)]]~~ and defining a rear wheel kingpin axis, the rear wheel ~~[[(120)]]~~ operably linked to the
seat ~~[[(115)]]~~ such that pivoting of the seat ~~[[(115)]]~~ about the seat pivot axis causes pivoting the
rear wheel ~~[[(120)]]~~ about the kingpin axis to steer the vehicle ~~[[(100)]]~~; and
at least one hand-operable crank disposed above the front wheels and operably connected
thereto for propulsion of the vehicle.

2. (Cancelled)

3. (Currently Amended) The vehicle of claim 1 wherein the seat ~~(115, 572, 632, 682)~~ is
operably linked to the steerable rear wheel ~~[[(120)]]~~ by a substantially horizontal steering shaft
~~[[(592)]]~~.

4 - 6. (Cancelled)

7. (Currently Amended) The vehicle of claim 1 wherein the seat ~~[[(682)]]~~ is operably
linked to the steerable rear wheel ~~[[(120)]]~~ by a rack and pinion steering assembly ~~[[(692)]]~~.

8. (Currently Amended) The vehicle of claim 7 wherein the rack and pinion steering assembly [[[692)]] further comprises:

a vertical steering shaft [[[694)]] affixed to the seat [[[682)]] at an upper end thereof;
a forward pinion gear [[[696)]] affixed to the lower end of the vertical steering shaft [[[694)]];

a gear rack [[[698)]] configured to engage the forward pinion gear [[[696)]] along a forward portion; and

a rear pinion gear [[[700)]] affixed to the rear wheel assembly [[[706)]] and engaging a rear portion of the gear rack [[[698)]].

9 -11. (Cancelled)

12. (Currently Amended) The vehicle of ~~any of the above claims~~ claim 1 further comprising two independent hand-operable cranks [[[250)]]], each crank operably connected to a corresponding front wheel [[[110)]]].

13. (Currently Amended) The vehicle of ~~any of the above claims~~ claim 1 further comprising at least one reverse drive [[[300)]]] for rearward propulsion of the vehicle [[[100)]]].

14. (Original) The vehicle of claim 1 wherein the seat pivot axis is substantially horizontal.

15. (Currently Amended) The vehicle of claim 14 further comprising a seat steering assembly [[[500)]] configured for rotatable attachment about the seat pivot axis, the seat steering assembly further comprising a seat frame [[[512)]] attached thereto, for supporting the seat [[[115)]]].

16. (Currently Amended) The vehicle of claim 15 further comprising neutral bias actuators [(540)] extending between the seat frame [(512)] at a first end and the structural frame [(544)] at a second end.

17. (Currently Amended) The vehicle of claim 15 wherein a steering shaft assembly [(518)] operably connects the seat steering assembly to the rear wheel assembly [(552)].

18. (Currently Amended) The vehicle of claim 15 wherein the steering shaft assembly [(518)] further comprises an upper steering shaft [(516)] and a lower steering shaft [(530)], the upper steering shaft [(516)] being coupled to the seat steering assembly [(500)] at a first end and coupled to the lower steering shaft [(530)] at a second end, the lower steering shaft [(530)] being coupled to the upper steering shaft [(516)] at a first end and coupled to the rear wheel assembly [(552)] at a second end.

19. (Currently Amended) The vehicle of claim 18 wherein the upper and lower shafts [(516, 530)] are substantially non-collinear.

20. (Currently Amended) The vehicle of claim 18 wherein the upper and lower shafts [(516, 530)] are coupled together by a roller chain [(528)].

21. (Currently Amended) The vehicle of claim 18 wherein the lower steering shaft [(530)] is coupled to the rear wheel assembly [(552)] with a bevel gear assembly [(534, 536)].

22. (Currently Amended) The vehicle of claim 12 wherein the hand-operable cranks [(250)] comprise crank sprockets [(255)] and the front wheels [(110)] include wheel sprockets [(270)], the crank sprockets [(255)] being coupled to the wheel sprockets [(270)] by means for positive engagement.

23 - 36 (Cancelled)

37. (Currently Amended) The vehicle of claim 1 wherein the structural frame [(105)] is supported on multiple road wheels including a driven wheel rotatable [(110)] about an axle for propulsion; said vehicle further comprising:

a hand-operable crank [(250)] having a crank drive shaft [(387)] extending therefrom enclosed within a crank drive shaft housing [(388)], the hand-operable crank [(250)] being disposed above the driven wheel [(110)] and rotatable by hand by an operator seated in the seat [(115)]; and

a main drive shaft [(393)] enclosed within a main drive shaft housing [(390)] extending between the crank drive shaft housing [(388)] and the axle, the main drive shaft [(393)] operably connecting the crank drive shaft [(387)] and the driven wheel [(110)].

38. (Currently Amended) The vehicle of claim 37 further comprising a hand-retractable spring plunger [(401)] and a roller clutch [(386)] disposed within the crank arm housing [(385)] for engaging and disengaging the hand crank from the drive shaft [(393)].

39. (Currently Amended) The vehicle of claim 37 wherein the driven wheel [(110)] includes a modified internal gear coaster brake hub.

40. (Currently Amended) The vehicle of claim 37 wherein the vehicle is propelled by rotational motion of the hand-operable crank [(250)].

41. (Currently Amended) The vehicle of claim 37 wherein the vehicle is propelled by a ratcheting motion of the hand-operable crank [(250)].

42. (Currently Amended) The vehicle of claim 37 wherein the driven wheel axle is mounted in a fixed orientation to a forward portion of the frame [(105)].

43. (Currently Amended) The vehicle of claim 37 wherein the road wheels include two driven wheels [(110)], one on either side of the seat [(115)], and two independently operable hand cranks [(250)], each hand crank operably connected to a respective one of the driven wheels [(110)] through a respective crank drive shaft [(387)] and a respective main drive shaft [(393)].

44 – 46 (Cancelled)

47. (Currently Amended) The vehicle of claim 37 wherein the main drive shaft [(393)] is coupled to the crank drive shaft [(387)] by bevel gearing (391, 392).

48. (Currently Amended) The vehicle of claim 37 wherein the main drive shaft [(393)] is fully enclosed within the main drive shaft housing [(390)].

49. (Currently Amended) The vehicle of claim 38 wherein the hand-retractable spring plunger [(401)] is configured to propel the vehicle in a fixed forward drive mode.

50. (Currently Amended) The vehicle of claim 38 wherein the hand-retractable spring plunger [(401)] is configured to propel the vehicle in a fixed reverse drive mode.

51. (Currently Amended) The vehicle of claim 38 wherein the roller clutch [(386)] and the hand-retractable spring plunger [(401)] are configured to propel the vehicle in a free wheel forward drive mode.

52. (Currently Amended) The vehicle of ~~any of the above claims~~ claim 37 wherein the vehicle is configured to permit an operator having the use of only one hand to both steer and propel the vehicle.

53. (New) A human-powered vehicle comprising:
a structural frame;
two front wheels mounted to fixed axles at a forward portion of the frame for rotation;
a seat secured to the frame, the seat positioned between the front wheels and adapted to pivot about a seat pivot axis;
a steerable rear wheel mounted to the frame behind the seat and defining a rear wheel kingpin axis, and
a steering shaft operably connecting the rear wheel to the seat such that pivoting of the seat about the seat pivot axis causes pivoting the rear wheel about the kingpin axis to steer the vehicle.

54. (New) A human-powered vehicle comprising:
a structural frame;
two front wheels mounted to fixed axles at a forward portion of the frame for rotation;
a seat secured to the frame, the seat positioned between the front wheels and adapted to pivot about a seat pivot axis;
a steerable rear wheel mounted to the frame behind the seat and defining a rear wheel kingpin axis, the rear wheel operably linked to the seat such that pivoting of the seat about the seat pivot axis causes pivoting the rear wheel about the kingpin axis to steer the vehicle; and
a main drive shaft enclosed within a main drive shaft housing extending between the crank drive shaft housing and the axle, the main drive shaft operably connecting the crank drive shaft and the driven wheel.